

AMTRAK'S
CHICAGO HUB

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Background

Chicago is the hub of Amtrak's intercity operations. At the inception of Amtrak in 1971 the preponderance of intercity passenger trains operated into or out of Chicago Union Station. Other operations (4 pairs of trains) used Central Station on the Illinois Central.

One of the first moves was to centralize all Amtrak operations at Union Station. This necessitated all trains operating to or from the Illinois Central line, south out of Chicago, to back into or out of Chicago Union Station in order to gain access between IC and CUS. This condition still exists today for the City of New Orleans and the Illini. There are presently two different routes trains may use for this movement.

Amtrak subsequently obtained control of CUS by purchasing the freight railroad's interest in the facility. In addition Amtrak purchased the south Joint Tracks owned by Conrail and Illinois Central for accessing the station. Finally Amtrak purchased the Chicago and Western Indiana's interest in 21st Street Tower which gave Amtrak control of the interlocking. This created an island approximately five miles in length under Amtrak control. Chicago Union Station is still a corporate entity.

Acquired with the property was an outdoor maintenance facility in terrible condition. One of the first major capital projects was to completely rebuild the maintenance facility with new structures designed for modern passenger car and locomotive maintenance. This facility lies south of Union station

between the main tracks on the west and the Chicago River on the east. Unfortunately there is no room to permit expansion of this facility.

Union Station is laid out with stub tracks on the north side and the south side with two through tracks extending from the south side to the north side on the east (Chicago River) side of the facility. The north side served the Milwaukee Road while the south side served the Pennsylvania, Burlington and GM&O Railroads.

Today, in addition to Amtrak's 46 to 48 arrivals and departures daily, Metra, the Chicago commuter train authority, has extensive operations on both the north and south sides of the station with over 230 arrivals and departures daily.

Chicago Union Station is a well managed and an efficiently run operation. The relationship between Metra and Amtrak has been good and cooperation from an operating standpoint has been excellent.

Capital Improvements

A number of significant capital programs have improved the operations and efficiency of the Chicago complex. In addition to the reconstruction of the maintenance facility discussed above other significant projects are as follows:

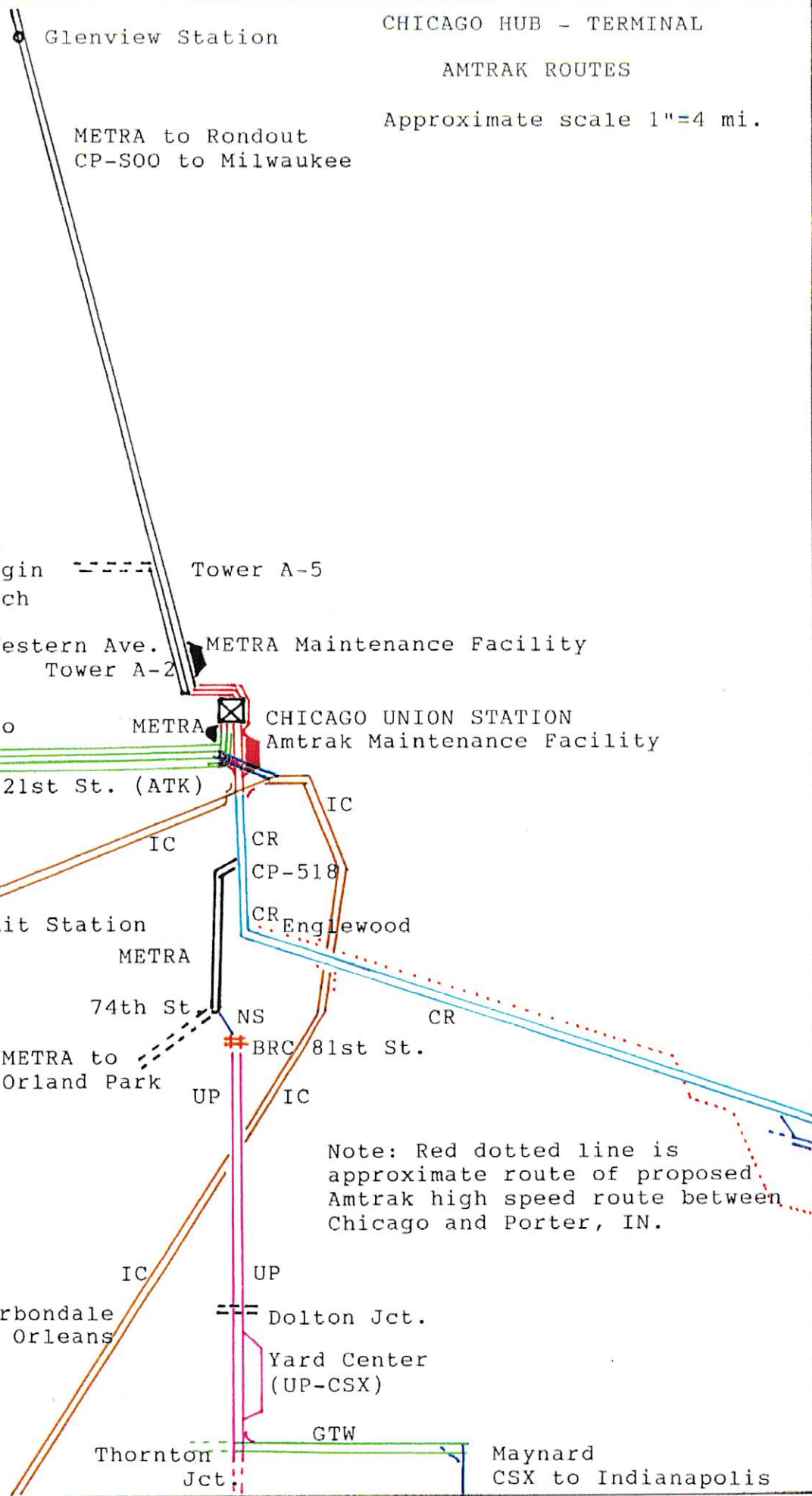
- major improvements to the interior of Union Station including the Amtrak waiting areas and first class lounge and diversion of commuter passengers

to avoid crossflows of commuter and intercity passengers. CUS also has new ticketing and baggage handling facilities.

- construction of a platform adjacent to the north-south connecting track to facilitate through trains and longer trains.
- reconstruction of the interlockings (Harrison Street on the south and Lake Street on the north) which provide access to the station tracks.
- reconstruction of the main tracks leading to or from Union Station.
- rehabilitation of 21st Street Interlocking and South Branch Drawbridge after acquisition.

Current Operations

Current operations consist of 46 to 48 Amtrak arrivals and departures daily as identified in Table 1 and 233 Metra commuter trains arriving and departing on weekdays, 68 on Saturdays and 54 on Sundays as shown on Table 2.



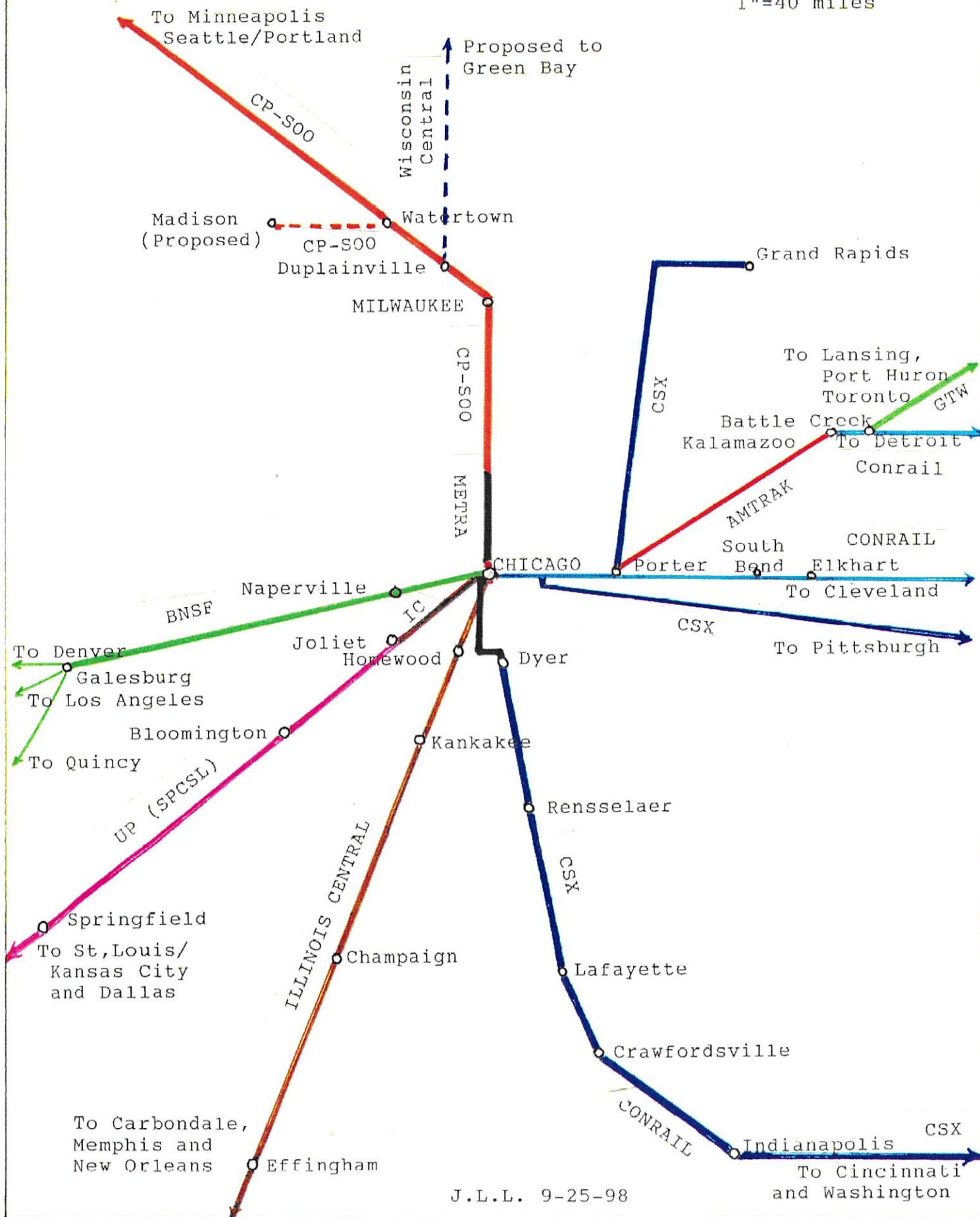
**Table 1 - AMTRAK OPERATIONS
CHICAGO UNION STATION**

Route/Trains	Train Numbers	Arrivals/Depart.	Notes
NORTH SIDE			
Metra/CP-Soo			
Hiawatha Service	330-341	12	to/from Milwaukee
Empire Builder	7,8	2	to/from Milwaukee
SOUTH SIDE			
Conrail			
Capitol Ltd.	29,30	2	to Cleveland
Lakeshore Ltd.	48,49	2	to Cleveland
Three Rivers	40,41	2	to CSX at Pine Jct.
Detroit/Pontiac	350 - 355	6	to Amtrak at Porter
International	364,365,367	2	to Amtrak at Porter
Pere Marquette	370,371	2	to CSX at Porter
BNSF			
California Zephyr	5,6	2	to Galesburg/Denver
Southwest Chief	3,4	2	to Galesburg/K. City
Illinois Zephyr	346 - 348	2	to Galesburg/Quin. Il.
IC-CHICAGO-JOLIET			
St. Louis-K. City	300-322	21,22	6
Texas Eagle			
IC - SOUTH			
Illini	391,392	2	requires backup move
City of New Orleans	58,59	2	out of or into CUS
METRA - SOUTH			
Cardinal	50,51	0-1-2	tri-weekly via Amtrak- CR-Metra-NS-BRC- UP-UP/CSX GTW to CSX
GRAND TOTAL		46 - 48	

A map of current Amtrak access routes into CUS follows. The scale is approximately one inch equals four miles.

THE CHICAGO HUB

Approximate scale
1"=40 miles



Current Metra operations are shown in Table 2:

**Table 2 - Metra Operations
CHICAGO UNION STATIONS**

Route and Trains	Arrivals and Departures		
	Weekdays	Saturdays	Sundays
NORTH SIDE			
Metra - Elgin	58	22	18
Metra - Fox Lake	58	20	18
Metra/WC Antioch	10	0	0
Total	126	42	36
SOUTH SIDE			
BNSF - Aurora	87	26	18
IC - Joliet	4	0	0
Metra-Orland Park	16	0	0
Total	107	26	18
Grand Total	233	68	54

Amtrak routes leading to Chicago Union Station on a scale of approximately one inch equals 40 miles are shown on the following three maps:

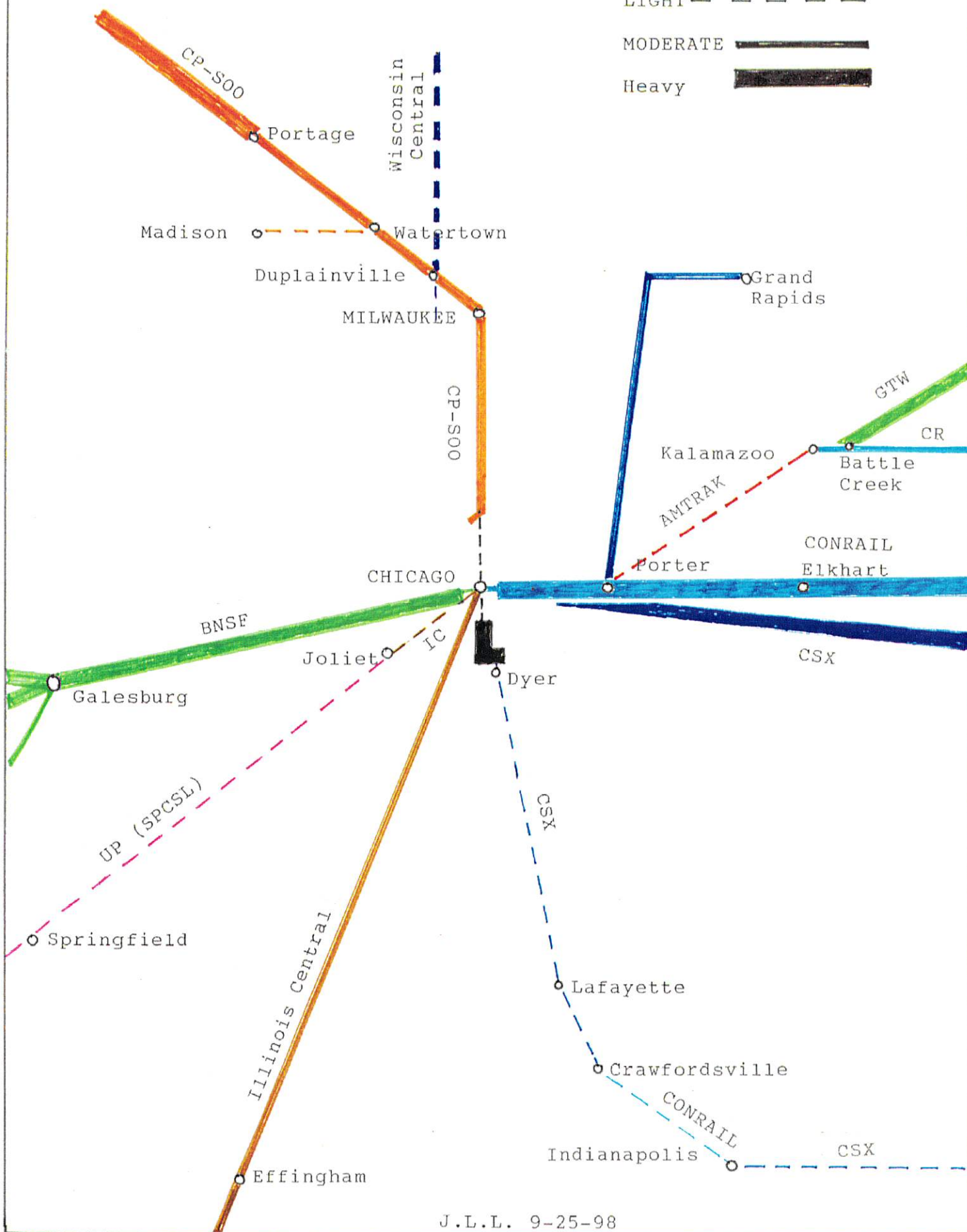
The first shows the routes by railroad.

The second shows freight volumes for the above routes.

The third shows Amtrak frequencies for those routes by pairs of trains.

THE CHICAGO HUB - RELATIVE FRIEGHT DENSITY

LIGHT — — — — —
 MODERATE —————
 Heavy —————

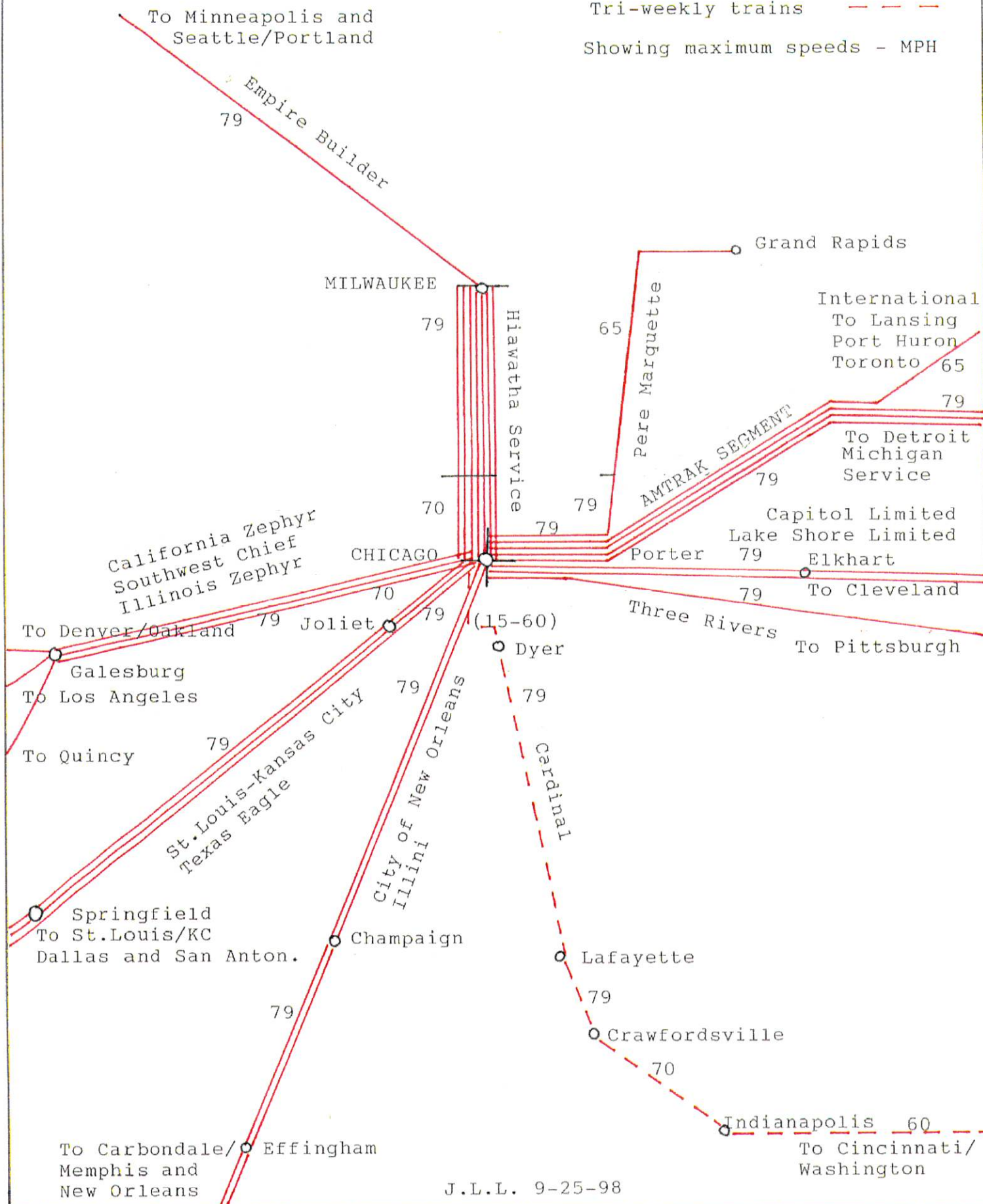


CHICAGO HUB - BY AMTRAK FREQUENCIES

Daily pair of trains —————

Tri-weekly trains — — —

Showing maximum speeds - MPH



Capacity Constraints

Chicago Union Station is a very viable, fluid operation with capacity constraints dictated by the morning and evening commuter rush hours on weekdays. Amtrak has a limited number of slots during those periods for arrivals and departures on most corridors. The ability to expand slots during these periods is very limited resulting not only from station capacity but line capacity as well.

The Chicago maintenance facility is physically constrained from expansion and although it adequately handles current levels of traffic the ability to expand those levels may be severely limited. The operation of runthrough trains such as the Southwest Chief to the Capitol Limited and the Empire Builder to the City of New Orleans may have provided some measurable relief for the present. Studies have been conducted on appropriate sites for a satellite or auxiliary maintenance/equipment storage facility.

Future mail and express growth is contingent upon acquisition of a suitable facility for handling equipment as well as loading and unloading capability. Road-railers are currently handled at the coachyard/maintenance facility.

The potential for future Auto-train operations is contingent upon location of a suitable vehicle staging location in the Chicago area. Unfortunately this may be limited to route specific locations as opposed to a central location capable of serving more than one route.